

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5509.

號三初月六年三十三緒光

FRIDAY, JULY 12, 1907.

五拜禮 號二十月七 英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 14,550,000

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
HOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit:
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 6th April, 1907. [17]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £ 800,000
Shortly to be increased to £1,200,000
RESERVE FUND £1,075,000
Shortly to be increased to £1,475,000
RESERVE LIABILITY OF PROPRIETORS £ 800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3% " "
" 3 " 2% " "

JOHN ARMSTRONG,
Manager.

Hongkong, 15th May, 1907. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORIZED GOLD \$10,000,000
CAPITAL PAID UP GOLD \$ 3,250,000
RESERVE FUND GOLD \$ 3,350,000

HEAD OFFICE: 60, WALL STREET, NEW YORK.

LONDON OFFICE: THREAPNEEDLE HOUSE, E.C.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange business, at the receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4% per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central, Hongkong.
CHAS. R. SCOTT,
Manager.

Hongkong, 14th March, 1907. [18]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)
ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 5,000,000 (£417,000).

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 8th June, 1907. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$11,000,000
Silver Reserve \$11,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.
Hon. Mr. Henry Kerwick, Deputy Chairman

A. Fuchs, Esq. E. Shellim, Esq.
E. Goetz, Esq. R. Shewan, Esq.
H. A. W. Slade, Esq.
C. R. Leitzmann, Esq. H. E. Tomkins, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH.
MANAGER: Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED: On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 2% per Cent. per Annum.
For 6 months, 3% per Cent. per Annum.
For 12 months, 4% per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 14th June, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [22]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsienanfu, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS: Koenigliche Seehandlung (Preussische Staatsbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warschauer & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt a/M., Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koeln, Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITHS BANK, LIMITED, DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be obtained on application. Every description of Banking and Exchange business transacted.

F. JUNG,
Manager.

Hongkong, 11th January, 1907. [24]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)
ESTABLISHED 1863.

Authorized Capital FL. 15,000,000 (£1,250,000).
Subscribed Capital FL. 10,000,000 (£833,333).
Reserve Fund FL. 1,628,850.19 (£135,737).

Head Office—AMSTERDAM.
Sub-Office—THE HAGUE.
Head Agency—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Samarang, Indramajoo, Bandoeng and Weltevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS: London: The Williams Deacons Bank, Ltd. Swiss Bankverein. Paris: Comptoir National d'Escompte de Paris. Berlin: Deutsche Bank. Brussels: Banque de Paris et des Pays Bas. Vienna: Union Bank. Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.

On Fixed Deposits: 12 months 4% per annum.
" 6 " 3% " "
" 3 " 2% " "

J. BORTJES,
Manager.

Hongkong, 16, Des Voeux Road Central. [29]

Maritime.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c., via usual Ports { CHINA	Capt. E. Street	15th July.	See Special Advertisement
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	Capt. D. C. Gregg, R.N.R.	About 17th July	Freight and Passage.
SHANGHAI, MOJI, KOBE & SUNDAYOKOHAMA	Capt. G. M. Montford, R.N.R.	About 19th July	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 11th July, 1907. [2]

Intimations.

LANE, CRAWFORD & CO.

JUST RECEIVED.

Hunters English Ox Tongues, Lunch Tongues, Pressed Beef, Ox Tongues in Jelly and Paysandu Tongues.

HANDY SLICED HAMS IN TINS.

ENGLISH FRUITS IN BOTTLES

AND DELICACIES FOR PICNICS.

NEW STORES PRICE LIST

CAN BE HAD ON APPLICATION.

LANE, CRAWFORD & CO. [35]

ASK FOR

KUPPER'S PILSENER BEER

and see that you get it.

LOOK CAREFULLY AT THE LABEL.

BEWARE OF COLOURABLE IMITATIONS.

SOLE AGENTS,

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

Hongkong, 6th July, 1907. [38]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 14th July.

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Luncheon and Refreshments supplied on board.

Saloon, Return Fare 14.00

" " on the following day 5.00

" Single 7.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the returning steamer from Macao.

W. E. CLARKE,
Secretary.

Hongkong, 8th July, 1907. [39]

Intimations.

One of the most prominent Medical men of China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

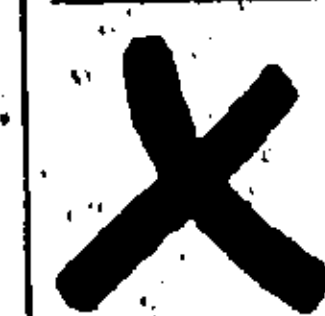
and all its BRANCHES.

WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907. [30]



THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, FEDDER STREET, MADAME FLINT, MANAGERESS.

GREAT CLEARANCE SALE.

HATS, SHOES, BLOUSES, DRESSES, ROBES, RIBBONS, LACES, &c., &c.

GREATLY REDUCED PRICES.

Hongkong, 4th July, 1907. [39]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony.

[545]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Manager.

Hongkong, 21st June, 1907. [26]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 4th December, 1906. [27]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,000,000.)

Undertakes and Executes

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., &c.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 22nd May, 1907. [31]

GRAND OPENING

OF

ARTS EXHIBITION.

FOR A SHORT SEASON ONLY.

UNDER THE AUSPICES OF THE

CANTON NAM-KEUNG PUBLIC COLLEGE,

there will be opened to the public at

37, QUEEN'S ROAD CENTRAL

(three doors above Supreme Court),

on

WEDNESDAY, 15th May, 1907.

A GRAND EXHIBITION OF

EXQUISITE ART TREASURES,

Comprising:—

PAINTINGS, SCULPTURES, CARVINGS,

TAPESTRY, ARTISTIC MARBLE

and BRONZE BUSTS and STATUARY,

ANCIENT ARMOUR and IMPLEMENTS

OF WAR, FRENCH and VENETIAN

WARES, Beautiful Articles of Decorative

Furniture including a Bedroom Suite in

Crystal and a Handsome Roman Chair from

the Vatican, Rare Curios, Bric-a-brac, Bronzes

and other specimens of Art collected by con-

noisseurs in Art from many parts of the world

to the order of the Exhibition.

A nominal fee of FIFTY CENTS will be

charged for admission, the net proceeds of

which will be devoted to the Educational

Funds of the CANTON NAM-KEUNG PUBLIC

COLLEGE.

Doors opened from 12 noon to 5 P.M., and

7 to 10 P.M.

Tickets may be had at Entrance.

Adults 35 cents

Children 15 "

Soldiers in uniform 15 "

T. H. TAY,
Manager.

Hongkong, 15th June, 1907. [39]

Hotel.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1907. [32]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 tons, " W. A. Valentine.
 "FATHAN," 2,260 tons, " C. V. Lloyd.
 "KINSHAN," 1,995 tons, " B. Bruch.
 "HEUNGSHAN," 1,998 tons, " R. D. Thomas.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain E. H. Grainger.
 "SUI-TAI," 1,651 tons, " G. F. Morrison.
 Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.
 The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.
 Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,191 tons, Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday and Friday, at 7:30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,588 tons, Captain J. Wilcox (Laid up).
 "NANNING," 1,569 tons, " Mackinson.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 21st June, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
 Departure from Hongkong at 9:30 P.M. (Sundays excepted).
 Departure from Canton at 5:15 P.M. (Sundays excepted).
 These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
 The Company's Wharf is at the end of Wing Lok Street (Tram Station).
 Canton Agents—Messrs. E. Pasquet & Co.
 For further particulars, please apply to—
 BARRETTO & CO.,
 Agents.

Hongkong, 5th April, 1907.

[370]

WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.
 The steamers sail from HONGKONG to SHANGHAI, SHUING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip, \$30.
 These steamers have Excellent saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.
 HONGKONG.

Hongkong, 6th October, 1906.

[14]

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	Second half July	JAPAN	Second half July
TJIBAHU	JAVA	Second half July	JAPAN	Second half July
TJIKINI	JAPAN	Second half July	JAVA PORTS	Second half July
TJILWONG	JAVA	First half Aug.	JAPAN	First half Aug.
TJILATJAP	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIPANAS	JAPAN	First half Sept.	JAVA PORTS	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st floor,
 Hongkong, 9th July, 1907.

Dentistry.

Dr. M. H. CHAUN,
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY
 33, QUEEN'S ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 16th April, 1905.

TSIN TING,
 LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'AGUIAR STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 20th June, 1904.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
 Length inside 514 ft. Width of entrance, top 88 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.
 No. 2 DOCK.
 Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 106, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
 Liebers, Scotts, A. I. and Watkins,
 Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and HAMBURG. "PREUSSEN" Capt. C. Nahrath } WEDNESDAY, 17th July, 1907.
 SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA. "Zieten" Capt. F. Prisch } About WEDNESDAY, 17th July, 1907.
 MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE. "MANILA" Capt. Minssen } THURSDAY, 18th July, 1907.
 KUDAT and SANDAKAN. "BORNEO" Capt. F. Sembill } About THURSDAY, 18th July, 1907.
 YOKOHAMA and KOBE. "PRINZ WALDEMAR" Capt. W. von Senden } About FRIDAY, 19th July, 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

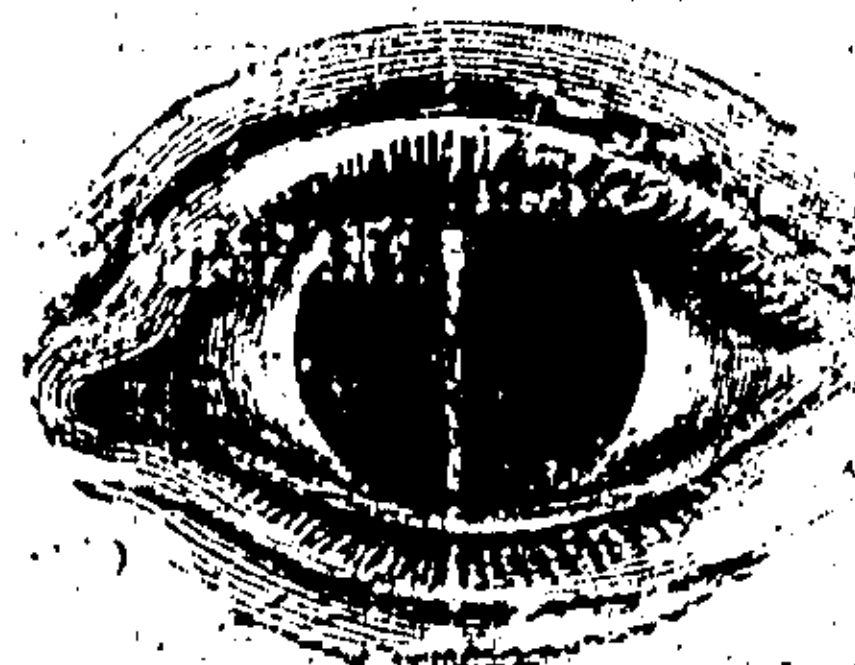
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 11th July, 1907.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI.
 21, John Street, Bedford Row, W.C. 19, Bevington Street, 566, Nanjing Road.

Hotel.

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHANGHAI)
 SHANGHAI, CANTON,
 ON THE BRITISH CONSOLE,
 H. HAYNES,
 Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO)
 MACAO, CHINA,
 IN THE CENTRE OF THE PRAIA GRANDE,
 Capt. T. AUSTIN, R.N.R.,
 Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor.

THE CURRENCY QUESTION IN INDO-CHINA.

The section of the Paris press devoted to colonial interests is renewing the question of the fixation of the dollar in Indo-China. We (*L'Asie du Tonkin*) wish briefly to show the difficulties which must be faced in the attempt to solve this knotty problem. Can we in the Far East with a silver currency conveniently regulate our accounts with the nations that have adopted a gold standard? In other words, money, or to speak more strictly, the value of silver is constantly fluctuating and officials and set less frequently suffer heavily by exchange when silver is depreciated. Our local budgets also, computed in francs and dollars, are beset with the very greatest difficulties.

The commission appointed in 1902 to study the monetary situation in Indo-China definitely decided in favour of establishing the Indo-Chinese budget in francs. This, however, was but a partial solution of the question, although it would have protected the budgets against the fluctuation of the dollar, the monetary system of the country would have been left unchanged. As a matter of fact, the creditors of the Administration might have suddenly submitted to the caprices of exchange, but the taxpayers, constantly penalised by its fluctuation, must have regarded the partial remedy with great disfavour. Despite these difficulties, however, and the additional burden of complicating our books, which would follow the framing of the budgets on the basis of the franc, it will in our opinion still be the best expedient that could be adopted.

On the other hand, it is proposed that we should follow the example of other countries in the East, such as Japan and India. In regard to the former, it has to be noted that the financial situation is not like that of Indo-China. If Japan had adopted a gold standard, it would have been due solely to the fact that she had received a large indemnity from China. We could not reckon upon such a possibility. As to India, we have already shown in an article which was published in this paper some months ago, the sacrifices India had to make (the demonetisation of a large accumulation of rupees, suspension of the coinage of silver, and the establishment of a large reserve of gold) to maintain its exchange at a fixed rate. Also it must be confessed, the fixation of the rupee has not yielded all the results that were anticipated, and was the cause of a commercial crisis in several of the most important towns of India.

As for ourselves who do not benefit by the economic situation of India, the solution of the problem is much more complex. To fix the dollar seems a simple affair, but it means giving to a coin which in the Far East has only an intrinsic value, a commercial value, a fiduciary value, that is to say a value which requires a guarantee for its circulation. Neither would the constitution of a reserve of gold solve the problem. This gold, put into continuous circulation, could not fail to be speedily used up. Then we should fall back into the *status quo ante*. To our mind there is but one radical solution of the question; that is the creation of a monetary union in the Far East into which all the countries of the Far East and all the nations having interest in those regions would enter. By the formation of this monetary union, the circulation and the fixation of the value of silver at a rate to be determined, would be guaranteed. Without doubt this innovation contains many questions of detail which each state would have to settle for itself. But it would probably be even more easy to solve the many problems relating to the currency in Indo-China than to form such a union as we have suggested. Opposing interests are at work. And this is the reason, we repeat, why the question of the solution of the monetary problem in Indo-China is so difficult.

BATTLE OF PORTS.

LONDON STILL LEADS WITH £314,760,854 IMPORTS AND EXPORTS.

Which is the chief port in the United Kingdom, and who are our best customers? These two questions are answered by the annual statement of the trade of the United Kingdom with foreign countries and British possessions in 1906.

London (including Queenborough) still heads the list of ports with a total trade (imports and exports) of £214,760,854; Liverpool is close second, with an annual trade of £97,050,161.

The two ports between them take nearly two-thirds of the whole exports and imports of the United Kingdom—£298,414,118.

Hull is the third port in the kingdom, with 61 millions of exports and imports. Glasgow is next with 41½ millions, Manchester 40½, Southampton 34½, Grimsby 25 millions, Harwich 24½ millions.

Our best customers were the United States, who on a total of £33,350,000 exported, paid a good £5,000,000 more than Germany, which came second. British India is a close third, with France fourth; the others being Australia, Argentine Republic, the Netherlands, Belgium, Russia and Canada.

The biggest imports came from America, over two and a half times greater than from France, which sent us £3,870,000 worth of goods.

Germany was third, British India fourth, the Netherlands next, then Canada, Russia, Australia, Belgium, Argentina, and New Zealand in order.
 Altogether the imports amounted to £607,518,500, as against £565,019,917 for 1905—Home paper.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are, warned against paying more than 25 CENTS (10cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
 Hongkong, 10th September, 1907.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. J. MILLER, to sell by PUBLIC AUCTION, For Account of Mr. J. R. CAPELL, TO-MORROW, the 13th July, 1907, at 2:30 P.M., at No. 1, Bay View, Kowloon, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, THEREIN CONTAINED, Comprising:—
 DOUBLE BRASS and IRON BED-STEADS with WIRE MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASH-STANDS, OVERMANTELS, DRESSING TABLES with BEVELLED GLASS, TEAKWOOD-EXTENSION DINING TABLE and CHAIRS, GLASS, CROCKERY and E.P. WARE, TEAKWOOD SIDEBOARD with BEVELLED GLASS, DINNER WAGGONS, a quantity of BLACKWOOD WARE, PICTURES, &c., &c.
 Catalogues will be issued.
 Terms:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 12th July, 1907. [646]

PUBLIC AUCTION.

THE Undersigned have received instructions from G. H. POTT, Esq., to sell by PUBLIC AUCTION, on MONDAY, the 15th July, 1907, commencing at 2:30 P.M., at "Clovelly" Peak Road, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, Comprising:—
 UPHOLSTERED DRAWING ROOM SUITE, JAPANESE EMBROIDERED SCREENS, LAQUERED TABLES, ENGRAVINGS, LACE CURTAINS, STANDARD LAMPS, TIENTSIN CARPETS and RU S, &c., &c.
 EXTENSION DINING TABLE CARVED SIDEBOARD with BEVELLED MIRROR, DINNER WAGGON, WRITING DESKS, INLAID PANELS, CROCKERY and GLASSWARE, &c., &c.
 BRASS and BRASS-MOUNTED DOUBLE and SINGLE BED-STEADS, WARDROBES with BEVELLED MIRRORS, MARBLE-TOP BUREAU with BEVELLED MIRRORS, MARBLE-TOP WASH-STANDS, Specially made LINEN PRESS, CHEST-OF-DRAWERS, BOOKCASE with DESK, MEDICINE CABINET, &c., &c.
 BATHROOM, PANTRY and KITCHEN REQUISITES.

ALSO
 A FINE SELECTION OF CANTON BLACKWOODWARE, Comprising:—
 CABINETS, TABLES, JARDINIERS and STOOLS, &c., &c.

One COTTAGE PIANO, by Collard & Collard, and

A Large Quantity of PALMS and other PLANTS, in tubs and pots.

TERMS:—As customary.
 On view from Saturday, the 13th July, 1907.

GEO. P. LAMMERT,
 Auctioneer.
 Hongkong, 6th July, 1907. [643]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on MONDAY, the 15th July, 1907, at 2:30 P.M., at No. 25, Wyndham Street, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, THEREIN CONTAINED, Comprising:—
 DOUBLE BRASS-MOUNTED BED-STEADS with WIRE MATTRESSES, MARBLE-TOP BUREAU with BEVELLED GLASS, DOUBLE TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, SILK EMBROIDERED SCREENS, DINING TABLE and CHAIRS, TEAKWOOD SIDEBOARD with BEVELLED GLASS, GLASS, CROCKERY and E.P. WARE, OIL PAINTINGS, BRUSSELS CARPET, &c.
 On View on Saturday, the 13th instant.
 Catalogues will be issued.
 Terms:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 11th July, 1907. [644]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on TUESDAY, the 16th July, 1907, at 2:30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, SUNDY HOUSEHOLD FURNITURE, Comprising:—
 TAPESTRY-COVERED DRAWING ROOM SUITE, DOUBLE BRASS and IRON BEDSTEADS with WIRE MATTRESSES, TEAKWOOD CAMPHOR WOOD WARDROBES with GLASS, DINING TABLE and CHAIRS, MARBLE-TOP WASHSTAND, DRESSING TABLE, GLASS, CROCKERY and E.P. WARE, PICTURE, A Quantity of BLACKWOOD WARE, &c., &c.
 Terms:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 10th July, 1907. [645]

Telegrams.

[Reuter's.]

The Duty on Sugar.

London, 10th July.
A Liberal amendment to the Finance Bill, reducing the duty on sugar by a half, was rejected by 321 to 175.
Mr. Asquith agreed that the tax was vicious and burdensome, and that its reduction or abolition must be the aim of every Chancellor, but the amendment would upset the whole Budget.

Pardon for High Treason.

The King has granted a free pardon to Lynch, who was convicted of high treason in 1903 for fighting on the side of the Boers, and was liberated in 1904.

The Congo Free State.

The Belgian Government has resolved to annex the Congo State to Belgium, and will introduce a Bill for that purpose.

The United States.

The Federal Government has instituted proceedings against The American Tobacco, and other companies including the British Imperial Tobacco Co. all constituting the Tobacco Trust, for the purpose of stopping the combination and the monopolies created by them, which now divide the tobacco business of the world.

SIR CLAUDE MACDONALD, A.D.

ARRIVAL IN TOKYO.

Sir Claude MacDonald, the British Ambassador in Tokyo, returned to Tokyo on the 29th ultimo by the 9 a.m. train. On his arrival at Shimbashi the Ambassador was welcomed back by General Baron Oku, Vice-Admiral Saito, the Minister of the Navy, General Baron Kuroki, Prince Tokunawa, the Chairman of the House of Peers, Viscount Hanabusa, Vice-Minister of the Imperial Household, Mr. Chinda, the Vice-Minister of Foreign Affairs, Count Toda, the Grand Master of Ceremonies, Mr. Lowther, the British Consul-General, and other members of the Embassy staff. After exchanging salutes the Ambassador drove to the British Embassy.

THE SITUATION IN
VLADIVOSTOK.

DISQUIETING REPORTS.

The steamer *Mongolia*, which arrived at Nagasaki on Sunday, brought news to the effect that there were still signs of unrest in Vladivostok. Thirty revolutionists had arrived recently and three of them had been arrested. The inhabitants were much alarmed, and it was anticipated that disturbances might occur at any hour. Telegraphic communication with European Russia was still interrupted at the time of the departure of the steamer.

The *Mongolia* is to be delivered to Messrs. Giesburg & Co., of Nagasaki, agents of the Russian Volunteer Fleet. The steamers on the run of the Volunteer Fleet between Vladivostok and Odessa will call at Shanghai and Nagasaki on both voyages.

A COMPARISON OF TWO
NAVIES.

According to the best authorities the United States has a larger fleet of heavy ships than Japan.

The Japanese navy has 13 battleships, including the two that have recently been finished; 28 cruisers, 12 coast defence ships, 7 gunboats and 3 dispatch ships. These figures are taken from the Japanese year book and are more conservative than the figures in the World Almanac.

The United States has 29 battleships, including those launched and within a few months of completion; 22 coast defence ships; 12 armoured cruisers, including those within a short time of completion; 22 protected cruisers; 16 other cruisers, 11 sea-going gunboats and 31 other gunboats.

Of the battleships Japan has two of 19,000 tons; two 16,500; one 15,200; two 15,000; one 13,516; one 12,902; two 12,674; one 12,300 and one 10,960.

The United States has six battleships of 16,000 tons; five 14,948; two 13,000; three 12,000; three 11,552; two 11,520; one 11,346; three 10,228 and one 6,315. There are also the battleships *Michigan* and *South Carolina*, the tonnage of which is not given and the two 20,000-ton ships that have just been planned.

While these figures show how the battleships of Japan and the United States stand numerically, the comparison is not very enlightening as to strength.

For instance there are not a few armoured cruisers in our navy whose tonnage and armament are much greater than those of some of our battleships and which would be much more than a match for our vessels with the more imposing name. The same is true of some of Japan's cruisers.

The age of the vessels and whether they are of recent construction and equipment also figures as a very important factor in any comparison.

Nor should it be forgotten that two of Japan's battleships, the *Satsuma* and the *Ki*, are probably so far as material strength goes, equal to four of our best battleships. At the time of the launching of the *Dreadnought* one of our naval experts figured that it was about as powerful as our two largest battleships, the *Michigan* and the *South Carolina*. At the *Satsuma* and the *Ki*, the two new battleships of Japan, are still larger than the *Dreadnought*, they should weigh still heavier in the balance.

The complement of men carried by each fleet is about the same, 34,000.

When all factors, excluding that most important of all, the "man behind the gun," are considered, our navy is to-day probably anywhere from one-fourth to one-third superior to that of Japan. — *Monita Times*.

THE FRANCO-JAPANESE
"ENTENTE"

CELEBRATIONS IN JAPAN.

DIPLOMATIC DINNER AT TOKIO.

The *Japan Chronicle* of 4th inst. says:—On Tuesday afternoon Mr. Fuwa, First Secretary of the Kobe Kencho, Chief Procurator Yamamoto and representatives of the Kobe (Japanese) Chamber of Commerce, the Kōbe Practical Business Society, and the Franco-Japanese Society, met at the Chamber of Commerce rooms, and considered a proposal to celebrate the conclusion of the Franco-Japanese agreement. It was agreed that on the initiative of the Kencho, the Saibansho, the Chamber of Commerce, and the societies above-mentioned the celebration should be held on the 14th instant, the French national holiday, at Suwayama. The French residents of Kobe will be invited to take part in the celebration.

The Osaka Municipal Assembly on Monday, at the conclusion of the ordinary meeting, informally considered the order of proceedings for a similar celebration, to be held in Osaka. Mr. Yamashita, the Mayor spoke upon the subject of the celebration, and Mr. Matsumura, Deputy Mayor, gave the proposed details of the proceedings.

Mr. Hino, Chairman of the Assembly, opposed the celebration being held at the municipal expense. He considered it improper to spend municipal funds in connection with the political affairs of the Empire, and suggested that the celebration should be promoted on the initiative of the Governor and Mayor of the city, the bankers, the Chamber of Commerce, and newspaper offices, also inviting the general public to take part. The expenses of the celebration should be met by public subscription. After a somewhat heated debate, it was decided to further consider the question next day after the conclusion of the meeting of the Assembly, when three representatives would be sent from each ward of the city.

On Monday evening Mr. Gerard, the French Ambassador at Tokyo, gave a dinner in celebration of the Franco-Japanese "entente." Among the guests who accepted invitations were Marshal Marquis Yamagata, Count Inouye, Admiral Togo, Viscount Hayashi, Minister for Foreign Affairs; Admiral Saito, Minister for the Navy; Dr. Sakatani, Minister for Finance; Mr. Yamagata, Minister for Communications; Mr. Matsuda, Minister for Justice; Mr. Makino, Minister for Education; Mr. Matsuo, Minister for Agriculture and Commerce; Count Toda, Grand Master of Ceremonies in the Imperial House; Mr. Matsuo, Governor of the Bank of Japan; the Russian Minister, and the British chargé d'affaires.

In proposing the toast of "The Emperor," the French Ambassador dwelt upon the new Agreement between Japan and France, and proceeded to say that he did not doubt that the conclusion of the Agreement, which brought the two countries into closer relations, was freshening the coming of the time when the signing of an Agreement between Japan and Russia would be accomplished, having as its aim the maintenance of peace and the assurance of the full respect of the rights of each country. For the reasons above-mentioned the Ambassador desired to ask the Minister for Foreign Affairs and other gentlemen to drink the health of his Majesty the Emperor, of the Japanese Empire. In conclusion, he congratulated the Ministers for Foreign Affairs of both countries, and Mr. Kurino, Japanese Ambassador in Paris, all of whom had been decorated in recognition of their services rendered in bringing about the conclusion of the Agreement.

In response, Viscount Hayashi stated that it would not be false even at the present time, after the conclusion of the Agreement, to refer to the fact that relations between the two countries, especially since the latter half of the 19th century—when Japan received very valuable instructions from France—had remained very intimate, both economically and educationally. It would be very easy for anyone to find the cause which bound the two countries so closely together—it was the common interests existing between the two countries. It was unnecessary to emphasize the fact, proceeded Viscount Hayashi, that by the operation of the Agreement which was so warmly welcomed by both countries, the relations between them would increase in cordiality. The fact that the French Ambassador, M. Gerard, joined the Tokyo Diplomatic Corps would be long remembered by the Japanese nation. Viscount Hayashi renewed the assurances of his respects for the French Ambassador, and, having expressed thanks for the honourable decorations conferred upon himself and Mr. Kurino, proposed the toast "The President of the French Republic; prosperity to the French Republic and the future of the Agreement."

M. Gerard rose again, and requested Viscount Hayashi to convey his profound gratitude to the Emperor for the honour done him in conferring upon him the high distinction.

VOLUNTEER ORDERS.

RECRUITS' PARADES.

At headquarters at 5.30 p.m. on Monday, the 15th July, for infantry drill, Col. Serg. Stacey will attend.

At headquarters at 5.10 p.m. on Wednesday, the 17th July, for lecture on mechanism of maxim gun, Serg. Windsor, R.G.A., will attend.

At headquarters at 5.30 p.m. on Wednesday, the 17th July, for instructional drill, Serg. White, R.G.A., will attend.

Note.—Members attending the infantry drills must bring their own rifles. No rifles will be issued from the Armory for these parades.

ENGINEER COMPANY.

Notice.—It is notified for information that in future the Engineer Company will parade on the first and third Wednesdays of the month from 9 to 10 p.m.

A DEAL IN LANGKATS.

THE SMASH IN SHANGHAI.

TONG AND READ V. SUFFERT.

This case, which arose out of transactions on the Shanghai Stock Exchange, was continued. The claim was for Tls. 4,949 on a promissory note given in August 1902.

Mr. S. Fessenden appeared for the plaintiffs, Mr. N. C. Home and Mr. L. Andrews represented defendant.

Mr. Andrews put his client in the witness box. Examined by Mr. Andrews, defendant said he first met Mr. Read, as plaintiff had stated, at the Race Club, where they talked on general matters. Mr. Read mentioned that he had heard witness had been conducting some share business with other brokers and witness replied that they had done so. One thing brought on another and Mr. Read mentioned Langkats. Witness said he had never touched these shares as they were known to go up and down very much. Witness told Mr. Read that he was new to the business and that everything he had done in shares had been his loss. Witness asked Mr. Read what he thought was good and he said Langkats were as good as anything. Witness did not buy shares for investment; he bought to sell forwards. He gave Mr. Read to understand that he had been speculating in shares. Mr. Read told him that Langkats would go up at that time and that witness told him to buy forward twenty Langkats. He never received any shares from Mr. Read; there was no intention that he should receive any shares for investment from Mr. Read. He did business with Messrs. Toeg & Read for about six months, and he never paid any cash for shares. Witness bought forward in the hope that the shares would advance. Asked what he meant by saying he purchased shares forward, witness said he told the brokers that he wished to purchase shares for a certain day. The shares were not all delivered to him on that day. Witness produced his account with Messrs. Toeg & Read at the May settlement. These shares were not purchased for investment and the shares were never delivered to him. There was a debit of Tls. 1,800 against witness at this settlement and he gave a cheque for the amount.

In reply to His Honour witness said this debit was incurred chiefly by 18 Langkats depreciating from Tls. 335 to Tls. 280 and he lost on these shares Tls. 1,300 to Tls. 1,400. He could not say whether he sold this stock before the May settlement. The bill handed to witness by His Honour showed that he sold on May 27. Witness stated that he bought Langkats in December and sold on May 27—that was just before settlement day. It was a fact that witness sold the stock for a less price than he gave for them and this gave rise to the debit balance, which he met.

Mr. Andrews continued the examination of defendant. Witness said he never had any of these stocks in his possession, the transaction was one of settling differences. None of the stocks set out in the July 1902 settlement were bought for investment. At the time that he carried on these share transactions witness was engaged in import business.

Mr. Fessenden objected to the question as to what witness's cash capital was at this time. Mr. Andrews said the point was that he had not sufficient capital to buy stock of the value of Tls. 100,000.

His Honour said if he was a man of credit he could buy. He could buy for investment and borrow the money. His Honour did not think it would do any good for defendant to give further particulars as to his own financial condition. The issue before the Court was the character of the transaction, and then counsel could clear up the question of law.

In reply to Mr. Andrews witness said he lost money on the settlement extending between May and June; he lost everything he possessed. When the July settlement came on there was a very heavy slump in Farnham's, of which he had a large number from brokers beside Messrs. Toeg & Read, and he went heavily under. Some time after Mr. Read saw witness at his office and asked him to give a promissory note for the amount as he could not pay. Witness told him that he had not given any of the brokers a promissory note and that the money witness owed him was about one-seventh of the total he owed amongst the other brokers and that as soon as witness was able to make payment against his obligations he would do so to Mr. Read and to every one else to whom he owed money. Witness did not give a note that day. Some time afterwards Mr. Allen, who had joined the firm of Toeg & Read, went round to his office. Witness and Mr. Allen were on rather friendly terms. Witness told him that he did not intend to give any more a promissory note and the brokers would have to rely on his promise to pay when he was able. They talked the matter over and Mr. Allen asked witness to give this note to him as a special favour and that it would never be used. Witness thought the matter over and he gave the note on this condition.

Cross-examined.—When he began these transactions with Messrs. Toeg & Read it was with the intention of settling on differences. He told Mr. Read not on one, but on several occasions, that he had never taken up a share from anybody else and that he did not intend to do so. Witness told plaintiff that "to protect him so to speak."

His Honour.—He carried you?

Witness.—No, he did not carry me. Brokers are supposed to have quicker information than outsiders and so if he got hold of anything about a drop he could let me out.

By Mr. Fessenden.—He had transactions with the other brokers previous to these transactions with Messrs. Toeg & Read. When Mr. Read told witness that it was his opinion that Langkats would advance witness said that if he thought that would be so he would buy twenty shares. Asked if that was the end of the conversation, witness replied, "We do not each jump up from the table." Asked if, when he instructed Mr. Read to purchase shares for him

he authorized him to incur certain liabilities for him, witness said he did not understand that.

Mr. Fessenden.—Put it this way! Suppose these shares went down whom did you understand to be liable?

Witness.—When I went into this share business I had a certain amount of capital and I intended to play shares against that capital. As differences came along I paid them until this July slump came. At the time I told Mr. Read to purchase these twenty Langkats I was certainly in a position to pay a difference of ten or fifteen per cent. if the market went against me. I meant to do it.

His Honour.—You meant to meet your obligations?

Witness.—I meant to meet all obligations arising out of every one of my transactions.

Mr. Fessenden.—At that time you were familiar in a general way with the customs of the Stock Exchange in Shanghai?

Witness.—I knew very little about it.

Mr. Fessenden.—Did you know at that time the general method of share transactions?

Witness.—I know absolutely nothing about the working of the Exchange. I know that if you purchase forward and the shares go up you get paid and if they go down you have to pay.

His Honour.—Do you know anything more about it now?

Witness.—No, I don't.

Mr. Fessenden.—Do you know that if you wanted actual shares you can have them? Didn't you know you could go to Mr. Read and get your twenty Langkats for instance?

Witness.—I did. I presumed it.

Mr. Fessenden.—Whom did you consider would be the loser in case you did not meet your obligations?

His Honour.—He told you he intended to pay the losses.

Mr. Fessenden.—But if he could not pay the difference whom did he consider would pay?

Witness.—When I went into this transaction I had capital which would meet any ordinary losses in such a transaction. No one looked forward to the smash in Shanghai which wiped out quite a number of people beside myself. If I could not pay certainly the loss would be with the people with whom I did business.

His Honour.—You entered into the contracts in good faith? You meant to meet your losses?

Witness.—Yes, but I did not expect them to turn out to the extent they did.

His Honour.—Instead of reaping profits you got losses. You intended to meet them, didn't you?

Witness.—Yes.

His Honour.—And now you are not able to meet these obligations?

Witness.—Not at the present time.

His Honour.—And that being so you decided to enter a plea that the thing is illegal because it is an illegal contract?

Witness.—I would like to say that—

His Honour.—I don't want any argument of the fact.

Witness.—I would like to explain how I came into Court. I did not come here voluntarily.

His Honour.—Your answer is voluntarily rendered.

Witness.—When they forced me into Court I had to enter that plea.

His Honour.—You decided to set up the contention that the transaction is illegal and hence there is no legal obligation for you to pay?

Witness.—Yes.

In further cross-examination by Mr. Fessenden defendant said that during the course of his transactions with Messrs. Toeg & Read he did instruct them at various times to sell shares before settlement day. As defendant plaintiffs had been willing to receive small payments on account, witness said he had heard from them at various times and he said that he did not see that he should pay them in preference to other brokers to whom he owed Tls. 30,000 to Tls. 40,000, simply because they had a note against him. Witness said he would make a payment when he could.

His Honour.—Rather than permit a judgment against him he has decided to contend that the transactions are illegal.

Witness in reply to Mr. Fessenden said that Mr. Allen told him that the promissory note would never be used. It was left to him to make payments.

His Honour.—I don't think this conversation has anything to do with it at all. He signed the note and intended to pay. He intended to pay without the note. I don't think the signing of the note itself does make any difference.

Mr. Fessenden then addressed the Court on the legal points raised by the case.

Mr. Home commenced his address for the defence, and the Court adjourned.

The afternoon sitting was taken up by the arguments of counsel.—*N. C. D. News*.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 12th at 12.05 p.m.—The barometer has fallen moderately over China and the Philippines.

A shallow area of pressure appears to be lying over the Lower Yangtze, and pressure is low also; over the Pacific to the E. of Luzon.

The depression, lying in the Sea of Japan yesterday, is moving into the Pacific to the N.E. of Japan.

Moderate S. and variable winds are likely to prevail in the Formosa Channel, and light or moderate variable winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch.

Forecast.—Hongkong and neighbourhood, S.W. winds, moderate; fair to showery.

2.—Formosa Channel, S. or variable winds, moderate.

3.—South coast of China between Hongkong and Lameck, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

To-day's
Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, July 13th, 1907.

DINNER.

HORS D'OEUVRES.

Anchovy Toast and Olives.

SOUP.

Clear Windsor.

FISH.

Boiled Fish and Eggs Sauce.

ENTREES.

Grilled Pigeon on Toast.
Fillet of Beef and Mushrooms.
Truffles Cutlets.

CURRY.

Lobster Curry.

JOINTS, &c.

Roast Shoulder of Mutton and Mint Sauce.
Roast Capon and Bread Sauce.
Boiled Corned Leg of Pork and Pease Pudding.
Cold Bologna Sausage and Mixed Salad.

SWEETS.

Arrowroot Pudding.
Plum Pudding and Brandy Sauce.
Raspberry Ice Cream and Finger Cakes.
Cheese Biscuits.

DESSERT.

Coffee. Fruits. [656]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"KUMSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 15th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, 12th July, 1907. [656]

CHINESE STUDENTS IN JAPAN.

A post which cannot by any means be termed a sinecure for its holder, and which has been held for a little over eighteen months by H.E. Yang Cheng, Chinese Minister in Japan, is now vacant once more, as his Excellency has resigned the post, and telegraphed the fact to the Ministry of Education (Hsiangpu) on the 4th instant. According to the *N. C. D. News*, when China began sending students to Japan the work was at first a part of the duties of the Chinese Minister in Tokio. Although at the beginning there were only a few students, comparatively speaking, acquiring an education in Japan; even then the duty seemed to have been no sinecure as there were not a few causes for friction between students and minister. As their numbers grew by leaps and bounds—there were at one time, not long ago, no less than 14,000 and more, of government and private students—a special Commissioner had to be sent to Japan to act as Superintendent of students in that country. After a while the students again manifested dissatisfaction against this official; he had, perforce, to leave and the duties were once more relegated to the Minister. His Excellency as we now know has also resigned, vowing to his friends that he would have nothing more to do with the students, as they had been a thorn in his side ever since he took over the Commissioner-ship in addition to his Legation duties. The question now, who will be the next to take up the unthankful task?

THE CHARGE AGAINST A
BANK COMPRAHORE.

JUDGMENT ON APPEAL.

Judgment was delivered in the Osaka Appeal Court on 3rd inst. in the appeal of the Procurator against the decision of the Kobe Chiao Saibansho, by which Pan T-chin, the late compradore in the Kobe branch of the Chartered Bank of India, Australia and China, who was charged with embezzlement and fraud, was acquitted.

The Appeal Court quashed the decision of the lower Court and sentenced the accused to imprisonment with labour for a term of one year. He is ordered to pay a fine of ¥20 and subsequently to be placed under police supervision for six months.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/2
Do. demand 2/3 5/16
Do. 4 months' sight 2/3 1/2
France—Bank T.T. 2/5
America—Bank T.T. 5/1
Germany—Bank T.T. 2/3 1/2
India T.T. 16 1/2
Do. demand 16 1/2
Shanghai—Bank T.T. 73
Singapore T.T. 7 1/2 prem
Japan—Bank T.T. 107
Java—Bank T.T. 13 1/2

Buying.

4 months' sight L/C 2/3 13/16
6 months' sight L/C 2/3 1/2
30 days' sight San Francisco & New York 54 1/2
4 months' sight do. 54 1/2
30 days' sight Sydney and Melbourne 2 1/2 1/16
4 months' sight France 2 1/2 1/16
6 months' sight do. 2 1/2 1/16
4 months' sight Germany 2 1/2 1/16
Bar Silver 31 1/16
Bank of England rate 47 1/2
Bank of France 51 1/2
Sourabaya 56 1/2

Intimations

THE

ROBINSON PIANO

CO., LD.

TALKING
MACHINES

AND

RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT

MUSIC.

Comic Opera Scores

and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [32]

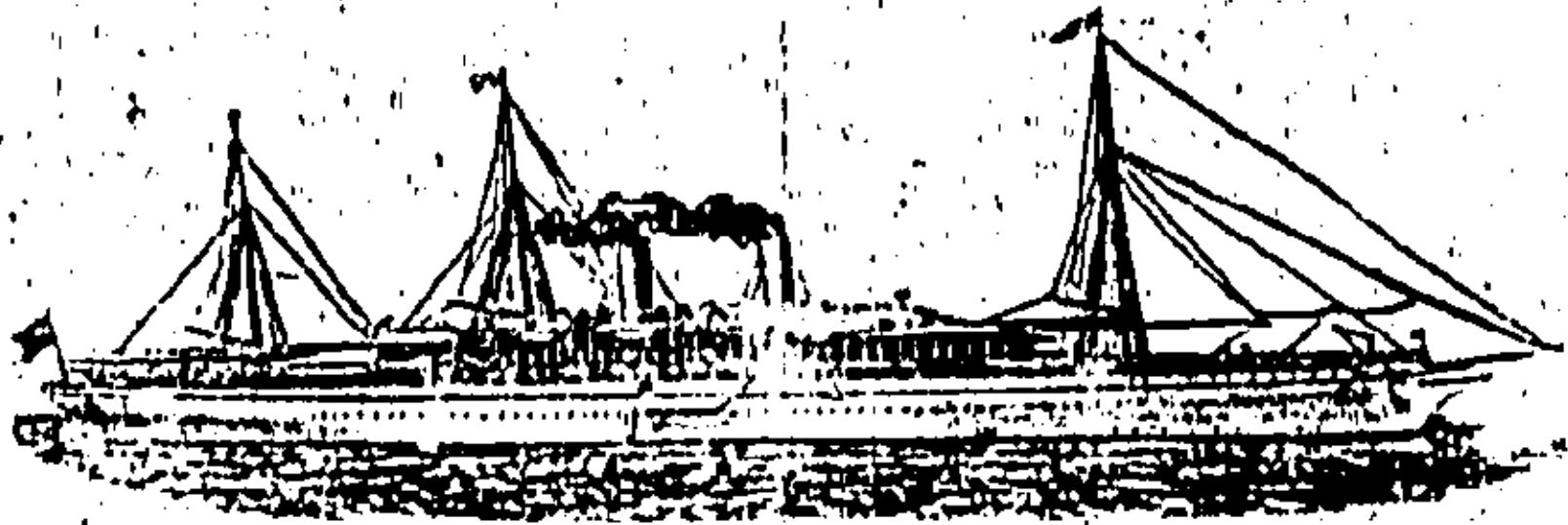
SEASONABLE
WINES.

HOCKS & MOSELLES

(SOLE AGENTS FOR LANGENBACH & SOHNE,
WORMS-ON-RHINE).

	1 Doz. Bottles, 1/2 Doz.	1 Doz. Bottles, 1/2 Doz.
Sparkling Moselle	—	\$38.00
" Hock	—	28.00
Laubenheimer	\$13.00	15.00
Graacher	14.00	16.00
Niersteiner	15.00	1

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 19 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	3,882	WEDNESDAY, July 17th	Aug. 10th
"EMPRESS OF INDIA"	6,000	THURSDAY, Aug. 1st	Aug. 19th
"MONTEAGLE"	6,163	WEDNESDAY, Aug. 14th	Sept. 7th
"EMPRESS OF JAPAN"	6,000	THURSDAY, Aug. 29th	Sept. 16th
"TARTAR"	6,435	WEDNESDAY, Sept. 11th	Oct. 5th
"EMPRESS OF CHINA"	6,000	THURSDAY, Sept. 26th	Oct. 14th

"EMPRESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
Steamers, and 1st Class on Railways £40. " £42.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to: HONGKONG, 4th July, 1907. D. W. CRADDOCK, General Traffic Agent for China, Corner Paddis Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SINGAPORE	HONGKONG	SATURDAY, 13th July, 3 P.M.
SHANGHAI	WAISHING	MONDAY, 15th July, 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single	Return
Hongkong to Singapore	\$ 65	\$ 100
Penang	85	130
Calcutta	105	250

† Taking Cargo on through Bills of Lading to Calcutta, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply to:

JARDINE, MATHESON & CO., LD.,
General Managers.
Hongkong, 10th July, 1907.

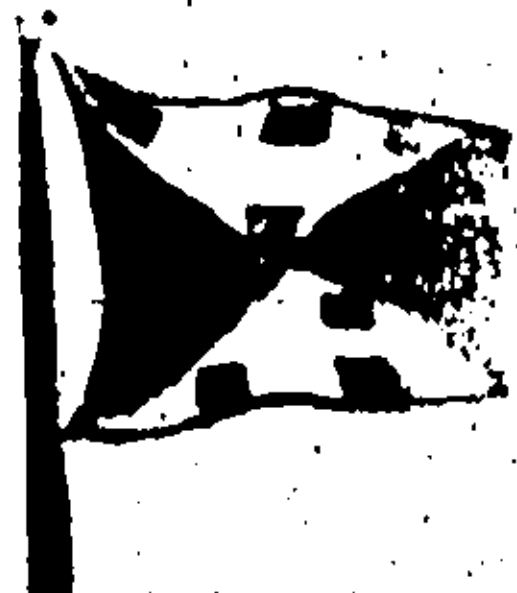
CHINA NAVIGATION CO., LIMITED.

FOR	STEAMSHIP	TO SAIL
CEBU AND ILOILO	"KAIFONG"	13th July, Noon
SWATOW & SHANGHAI	"YOHOW"	14th " 9 A.M.
HAIPHONG	"CHIEHLI"	15th " daylight
MANILA	"TAMING"	16th " 4 P.M.
NINGPO & NEWCHANG	"NANCHANG"	16th " "
SWATOW, CHEFOO & TIENSIN	"HUICHOW"	18th " "
SWATOW & SHANGHAI	"KIUKIANG"	19th " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	3rd Aug., 4 P.M.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light, Drivelled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
For Freight or Passage, apply to:

BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 12th July, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ROBI	2540	R. W. Almond	MANILA	SATURDAY, 13th July, at Noon.
ZAFIRO	2540	A. Fraser	"	SATURDAY, 20th July, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 6th July, 1907.



HONGKONG-NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

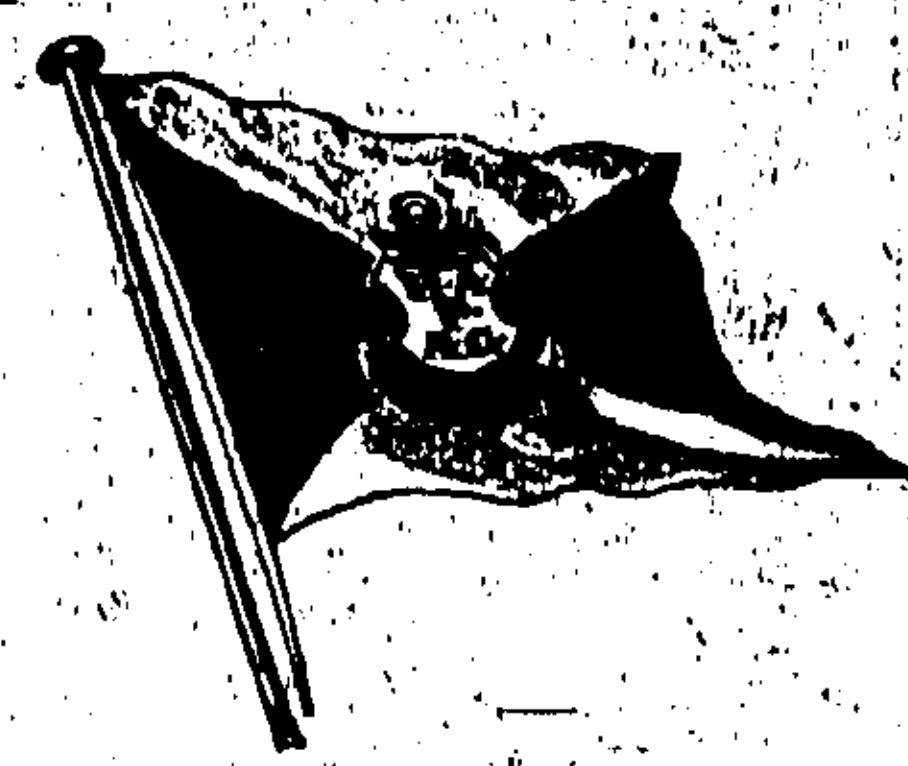
(With Liberty to Call at the Malabar Coast).

Steamship	To sail
"ABERLOUR"	FRIDAY, 23rd August.

For Freight and further information, apply to:
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 4th July, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



159 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HAMBURG, HOHENSTAUFEN.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewards carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE.
NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HAMBURG 2nd Aug.

Hongkong, 12th July, 1907.

SCANDIA 7th Aug.

HAMBURG 4th Sept.

RHENANIA 4th Oct.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE and YOKOHAMA).

With option to call at MEXICAN and other

Coast ports.

Steamers Tons To sail on

"KATHERINE PARK" 4,900 July 18, noon

"KASATO MARU" 6,100 End of Sept.

Taking Freight and Passengers to other

Eastern and Western Coast ports of South

America in connection with Steamers of the

Pacific S. N. Co.

For further information as to Freight and

Passage, apply to:

K. MATSUDA,

Manager,

York Building.

Hongkong, 27th June, 1907.

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin, and

Queensland Ports, and taking through Cargo to

Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched as above,

on SATURDAY, the 27th July, at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Chamber

which ensures the supply of Fresh Provisions,

Ice, &c., throughout the voyage.

The Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 3rd July, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing

Shawmut 9,600 E. V. Roberts About

Tremont 9,600 T. W. Garlick 10th Sept.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont

are fitted with very superior accommodations

for first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room. Barber's

shop and steam-laundry. Cargo carried in

cold storage.

PARCEL EXPRESS TO THE UNITED

STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queens Building,

Hongkong, 8th June, 1907.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR

BOMBAY, VIA SINGAPORE AND

PENANG.

Having connection with Company's Mail

Steamers to ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN

and GENOA, also

VENICE and TRIESTE, all MEDITER-

RANEAN, ADRIATIC, LEVANTINE

and SOUTH AMERICAN PORTS

up to CALLAO.

(Taking Cargo at through Rates to PERSIAN

GULF and BAGDAD, also BARCE-

LONA, VALENZA, ALICANTE,

ALMERIA and MALAGA.)

THE Steamship

"ISCHIA"

Captain Dini, will be despatched as above on

MONDAY, the 1st instant, at Noon.

At BOMBAY, the Steamer is discharging in

Victoria Dock.

For further particulars regarding Freight

and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 11th July, 1907.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

For Freight and further information, apply to

BODWELL & Co., LIMITED,

Agents.

Hongkong, 10th July, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER,

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every

evening, (Saturday excepted).

Leave Canton for Hongkong at 5:30 every

evening, (Sunday excepted).

These Fine New Steamers have unexcelled

Accommodation for First Class Passengers and

are lit throughout by Electricity. Electric Fans

in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals\$1.25 each

The Company's Wharf is situated in front of

the New Western Market, opposite the old

Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1907.

To Let.

TO LET.

OFFICES at No. 14, DES VEXUX ROAD, CANTON, (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—

HO TUNG,

Comptroller Department,

Jardine, Matheson & Co.

Hongkong, 4th April, 1907.

TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.

HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—

COMPRADORE,

Barretto & Co.

Hongkong, 1st July, 1907.

TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co., LD.

Hongkong, 22nd June, 1907.

TO LET.

A HOUSE in KNOTSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 1st July, 1907.

TO LET.

HATHERLEIGH, Conduit Road.

No. 1, RIFON TERRACE, Bosham Road.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

A July 10—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 1st July, 1907.

TO LET.

NO. 5, AUSTIN AVENUE, Kowloon.

Possession 1st June, 1907.

Apply to—

COMPRADORE DEPARTMENT,

E. D. SASSOON & Co.

Hongkong, 24th April, 1907.

TO LET.

NO. 1, WEST END TERRACE, Shamoon, Canton.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Intimation.

Powell's
ALEXANDRA
BUILDINGS.

Children's

Outfitting

Dept.

DAINTY
CHILDREN'S
MILLINERY.INFANTS'
CLOAKS.BABY
LINEN.CHILDREN'S
BOOTS,

SHOES

SADALS.

GIRLS'
COSTUMES.WM. POWELL,
LTD
HONGKONG.

Hongkong, 6th July, 1907.

Public Companies.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Company's Registered Office, 57, George's Buildings, Victoria, Hongkong, on SATURDAY, the 13th day of July, 1907, at 12 o'clock noon, when the subjoined Resolution will be proposed.

That it is desirable to capitalise the sum of \$500,000 being part of the undivided profits of the Company standing to the credit of the Company's reserve fund and accordingly that the same be distributed as a bonus amongst the shareholders registered as such in the Register of Shareholders of the Company at the date of the passing of this Resolution in proportion to the shares held by them respectively and that the General Managers be and they are hereby authorised to distribute among the shareholders the 200,000 unissued shares in like proportion.

The TRANSFER BOOKS of the Company will be CLOSED on SATURDAY, the 13th July, to SATURDAY, the 20th July, 1907, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 1st July, 1907. [625]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

AN INTERIM DIVIDEND of 10 cents per Share for the six months ending 30th June, 1907, will be payable on the 12th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED on 10th, 11th and 12th July, 1907.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 4th July, 1907. [642]

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LTD.

AN INTERIM DIVIDEND of \$3.50 per Share for the Six Months ending 30th June, 1907, will be payable on the 15th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 18th instant, to THURSDAY, the 25th instant, (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 9th July 1907. [648]

THE WEST POINT BUILDING
COMPANY, LIMITED.

AN INTERIM DIVIDEND of DOLLARS TWO per share for the Six Months ending 30th June, 1907, will be payable on the 19th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 18th instant, to MONDAY, the 29th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
General Agents for the West Point Building Co., Ltd.

Hongkong, 11th July, 1907. [653]

Notice of Firm.

NOTICE.

NOTICE is hereby given that, owing to the INCREASE of the Business of Messrs. H. PRICE & CO., WINE MERCHANTS of No. 12, Queen's Road Central, Hongkong, the business has been formed into a Company with Limited liability under the name and style of Messrs. H. PRICE & CO., LIMITED, with Mr. A. E. ROBINSON as its Manager.

All Debts due to, and owing by, the late firm, will be received, and paid, by Messrs. H. PRICE & CO., LTD.

H. PRICE & CO., LTD.
H. PRICE & CO.

Hongkong, 1st July, 1907. [627]

For Sale.

FOR SALE.

TWO VERY VALUABLE PIECES OF LANDED PROPERTY situated at CANTON near the Hongkong, Canton and Macao Steamboat Company's wharf and facing the river. Title Deeds can be seen at the office of the undersigned.

For further particulars, apply to—
GOLDING and BARLOW,
Solicitors,
10, Queen's Road Central,
Hongkong, 22nd May, 1907. [620]

A. CHAZALON & CO.

6, Queen's Road Central,
WINE, SPIRIT and COAL MERCHANTS and
GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S STOUT
in pints and Baby bottles.

FRENCH SYRUPS

GRENADINE, GROSEILLE, &c.

VICHY, PERRIER, ROCHEMAURE
and
Other FRENCH MINERAL WATERS;
ALSO

Large Assortment of CANNED GOODS
suitable for Pic-nic

Hongkong, 15th May, 1907. [619]

THE CHANGING EAST.

MANILA.

Writing under the above caption and with special reference to the Philippines, the special correspondent of the *London and China Express* says:—

COMMERCIAL.

By general consensus of opinion general trade at Manila has not been good for the last two or three years, but almost everyone gave it that the worst had been passed, and that conditions pointed to at least some, if not a considerable, improvement during the next two or three seasons. A good deal of uncertainty is naturally felt at what will be the policy pursued when the Spanish Treaty with its special provisions will expire in two years' time. From the United States at the present time comes the demand that the raw products of the Philippines should be given a chance in the markets there on a basis of a fair equivalent of the terms which the United States takes for its own manufactures and raw materials in the Philippine markets. Some privilege or cash equivalent would have to be given for the rebates on hemp shipped to United States ports district, and that is abstracted directly from the Insular revenues for the benefit of constituents in the United States. Such a policy would affect other merchants doing business elsewhere.

Practically there are only two American firms in Manila outside two big American firms of contractors. American capital is not attracted either to the Philippines. The only two notable exceptions are the Manila tramcar service and the telephone company. Certainly no inducements to introduce capital have been held out. Capital is proverbially shy and needs coaxing. The rush of new people that took place when the islands were acquired has left nothing behind but the establishment on a permanent basis of one of the two American firms I have noted. The other was already established in Spanish times. The main business still continues to be done by British, German, Swiss and Spanish firms. They should be entitled to some consideration for the commerce they have been instrumental in creating. A bold policy is advocated by some of the more hard-thinking portion of the official community, that portion which does not look at tariffs merely as political counters on the Washington board, but at the true welfare of the country and the development of its resources. One would wish more power to the aim of those who advocate that export duties should be removed altogether so as to foster the export of produce and introduce more money by its sale. Imports would be subjected to the fair rate of 5 per cent. ad valorem, which would be imposed for revenue purposes. At the same time free zones would be created. Such a policy would have a considerable effect on the welfare of the country, and a decade would doubtless achieve very considerable results.

Besides the nationalities that I have mentioned it may be remarked that the Filipino has adapted himself somewhat to commercial ways under the new conditions of government. With his growing views of independence (which in the lower orders merely means a more insolent behaviour), the better class of Filipino is taking to running industries. The most conspicuous instance of his capacity to direct considerable operations is the foundation and running of the Germinal Cigar Factory. This factory, manufacturing excellent brands of the well-known Manila cigar and cigarette, is entirely under Filipino management. It employs solely Filipino labour, and its capital has been supplied almost entirely by Filipinos. It has a capital of one million pesos, and for its last financial year paid a dividend of 24 per cent., besides making appropriations for writing down. Its history says more for Filipino business capacity than any theoretical argument. The company was formed in August, 1898, at the time of great internal troubles in Manila, and if there were more examples of the capacity here shown by the directors one would have more faith in the commercial and political future of the Filipino race than one has at present. Manila can also boast a match factory, whose product seems to be fully equal to the quality of the average Japanese match exported to all parts of the East. The industry's protection to the extent of the import duty, which enables it to sell at or just within the price of the Japanese imported matches. In speaking of matters commercial, one must note that the Chinaman, notwithstanding that his immigration is prohibited, and he is presumably not importing new blood from his own country, is still a power in the land of trade and commerce. His business characteristics are the same as he displays elsewhere, and he keeps the hold he has long had over the trade of the country, whether who's sale or retail.

I have noted the poor condition of general business for the foreign merchant during the last two or three years and the general view that the worst has been got over, and that prospects are more favourable in the near future. One solid reason for this view is, that the native is now down at about bed rock owing to bad crops, cattle troubles, and other contributing causes during the last few years. He is not addicted to more work than he is compelled to do. He does not delight in labour or industry as the Chinaman revels in—early and late. But he must work now if he would not starve. If he is compelled, as he is at present, to work for a few seasons, he will produce commodities that will come into the market for sale, and as he is no hoarder the money will probably be turned over again in imports. He will, at least, provided seasons are normal, grow more rice, and this will alone prevent the necessity of importing to the same extent, preventing the consequent payment out of money for living alone.

SHIPPING.

The shipping trade of Manila is well supplied with a plentiful service of steamers from Hongkong, besides the Pacific liners that have

added Manila to their ports of call. From Hongkong the China and Manila Steamship Company have two excellent vessels (liners in miniature), and with the China Navigation Company and the Indo-China Steam Navigation Company provide a weekly departure from either port. There are in addition the Australian steamers of the China Navigation Company, the Nippon Yusen Kaisha, and the Australian Steam Navigation Company, which have regular departures to and from Manila for either Hongkong or Australian ports. Australia by means of a cold storage boat has a considerable trade in meat, butter, and other perishable produce. The overseas trade is therefore well provided for. The same cannot be said of the coastwise trade, which has been severely handicapped in the treatment it has received at the hands of the authorities, and of even Government competition. I may echo the statement of a local paper at Manila when it calls attention to the importance of fostering such trade, so that it may be equipped with an efficient fleet of steamers to maintain regular means of communication between the different islands. There are 8,000,000 inhabitants spread over some 1,200 islands having a total area of 119,000 square miles and a coastline little short of 17,000 miles. A steamer skirting the islands by the shortest possible route would have to travel about 2,500 miles. Maritime communication is therefore an important problem. I have elsewhere said that there is too much red tape in many departments. This is apparent in the question to be answered before even you embark for the Philippines and that the ship is responsible for handing in on arrival. To the steamer agents you have to give answers to all sorts of questions which seem utterly ridiculous when proceeding to territory under the flag that boasts of being absolutely free. You are asked not only your age and calling, your sex, whether married or single, your nationality, your last residence, where you are a landing in the Philippines, and what is your final destination, but whether you can read and write, whether you are in possession of \$10, whether you are going to join a relative, and whether under a contract, expressed or implied, to perform labour. This does not, however, complete the tale. You have to say if you have ever been in prison or an almshouse or supported by charity, whether you are a polygamist, mentally and physically in health or deformed or crippled, and if so from what cause. The recount of these is sufficient without comment.

Intimations.

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS on Week Days.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREY & SON,
General Managers.

Hongkong, 4th June, 1907. [659]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at FAST POINT. Storerooms will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1907. [61]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.60 per Cask ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd October, 1906. [64]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superiress will also be most grateful for any FAVOUR, or a few ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

Hongkong, 22nd April, 1907.

Intimation.

TONIO, RESTORATIVE, DIGESTIVE WINE.
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).
GALDBECK MACGREGOR & Co., Hongkong.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th July, 1907. [647]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Himalaya*.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 11th July, 1907. [62]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"SCANDIA"

Captain von Dohren, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 70 DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 8th July, 1907. [645]

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quart) or 6 doz pints.

Special Prices for Quantities.

Sole Agents:—
SIEMSEN & Co.

Hongkong, 10th January, 1903. [64]

Consignees.

S.S. "TONKIN"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex *S.S. Dardane* and *Malapa*, from Havre ex *S.S. Malapa*, and from Bordeaux ex *S.S. La President Leroy Lallier*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 15th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th July, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 15th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 8th July, 1907. [610]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 8th July, 1907. [62]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

Captain Schwinghammer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 70 DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 8th July, 1907. [644]

THE HONGKONG
STUDIO

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

Intimation.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

CLARET.

	Per case, 12 doz. qts.	Per case, 6 doz. pts.
ST. ESTEPHE	\$ 7.50	\$ 8.50
ST. JULIEN	9.00	10.00
LA ROSE	12.00	13.00
CHATEAU HAUT BRION LARRIVET	18.00	20.00
CHATEAU MOUTON D'ARMAILHACQ	22.00	24.00
CHATEAU PONTET CARNET	25.00	—
CHATEAU LA TOUR CARNET	30.00	—
CHATEAU RAUZAN	44.00	—
CHATEAU LAFITE	50.00	—

OUR CLARETS, including the lowest priced, are of exceptional value, and guaranteed to be the genuine product of the juice of the grape.

CLARETS from the celebrated Chateaux above mentioned are too well known to connoisseurs to need comment, and we can confidently recommend them as mature and in fine condition.

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 11th June, 1907.

BIRTHS.

On July 6, 1907, at Shanghai, the wife of GEORGE LANGLANDS, of a son.

On July 6, 1907, at Urmston, Manchester, the wife of J. FROST of Shanghai, of a daughter.

DEATH.

On July 6, 1907, at Shanghai, F. A. RAAD, late Officer, China Merchants' S. N. Co., aged 26 years.

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 12, 1907.

U. S. PACIFIC FLEET.

Concerning the U. S. Fleet in Far Eastern waters of which so much has been heard within the past couple weeks, there need be little cause for speculation over the contemplated manoeuvres which are about to take place under the Command of Rear-Admiral Evans.

In the minds of many American military experts the present excitement regarding the alleged increase of the navy in the Orient is regarded as rather peculiar in view of the recent orders affecting vessels in Philippine and Chinese and Japanese waters. As a matter of fact, instead of increasing the fleet here, the number of vessels will be actually decreased by two and in armament to a very positive degree that can be worked out by any person with a mathematical turn of mind.

We learn from the *Manila Times* that the situation that presents itself, according to naval experts, is this: the armoured cruisers *West Virginia*, *Colorado*, *Maryland* and *Pennsylvania*, the only formidable war vessels now in the Orient, have been ordered to San Francisco, and the armoured cruisers *Tennessee* and *Washington* have been ordered to the China station; the cruiser *Cincinnati*, now on duty in this section of the world, has been ordered home and the cruiser *Baltimore* has already gone home; the cruisers *Denver* and *Cleveland* are on their way here to take their places. So that it appears that four vessels of 13,680 tons displacement, one vessel of 4,413 tons and another of 3,213 tons, have been taken away from a fleet that is to be increased with the addition of two vessels of 14,500 tons and one vessel of 3,200 tons and another of 3,191 tons. In point of fact, therefore, the U. S. Navy in the Orient aggregates 26,955 tons displacement less; it loses sixteen 8" fifty-six six, seventy-two 3", and 48 three-pounder guns in its four armoured cruisers, having eight 10", thirty-two 6", forty-four 3", and twenty-four 1-pounder guns.

The armament of the protected cruiser *Cleveland* and *Denver* is about the same as that of the *Baltimore* and *Cincinnati* although the

former is much lighter with regard to her secondary battery and heavier in her main battery. It will be seen therefore, experts say, that instead of increasing the fleet it is actually being decreased by a very appreciable amount both in weight of vessels and of armament. Even if the *Cincinnati* is not sent home, the difference will not be materially affected. The installation of the batteries at Subig Bay appears to be attracting considerable attention also, the experts contend, without reason. "In all Federal departments," according to our Manila contemporary, "public work will be found to take a decided spurt immediately after the beginning of the new fiscal year when new appropriations become available. The appropriations for certain forms of fortifications is made in a lump sum which runs very low toward the end of the fiscal year and only such work as is absolutely necessary can be done. When the new appropriations become available work that has been delayed by lack of funds is rushed. Unlike the Philippine government, appropriations are not 'continued' under the Federal government. Only money specifically appropriated can be spent. In some departments the head thereof cannot even buy a box of pins or rubber bands unless Congress specifically provides for the purchase thereof. This year quite a bit of the fortification work in the Philippines was delayed by lack of funds and when the money became available July 1 the completion of this work was immediately begun. In addition to this certain of the Army officers who started in on the work at Subig Bay will shortly be returning to the United States and they want to see their work done before they leave. This is the explanation of the activity in Army and Navy circles which experts say actually explains."

LOCAL AND GENERAL.

The French mail of the 11th June was delivered in London on the 11th inst.

The Yalu Forest negotiations recently suspended at Tientsin will be shortly resumed at Peking with much brighter prospects.

This morning the following cable was received at the Colonial Secretary's Office, from the Singapore Government:—"Hongkong declared to be infected by account of bubonic plague."

A CANTON dispatch reports that Liu Sze-yu, the leader of the Chingchow insurgents, is dead. He was slain while leading an attack on Wednesday last upon the Kienping village. By the death of Liu Sze-yu it is expected that the back of the insurrection in that part of Kwangtung province has been broken.

At noon today Rev. Bro. Cornelius, of St. Joseph's College, left for Sydney by the *S. S. Yavala Maroon* on a two months' sick leave. He was accorded a hearty send-off by a number of pupils and ex-pupils of the college. After wishing their departing teacher bon voyage, they gave him three ringing cheers, as the launch cast off from the *Yavala Maroon* punctually at noon when the liner steamed out from her moorings on the voyage to Australia.

The Korean deputation to The Hague is causing anxiety in Court circles at Seoul in anticipation of Japanese remonstrances. The incident seems to confirm the report recently current that a foreigner drew Yen 20,000 from the Imperial Treasury on the pretext of appealing to the Powers for Korea's independence. In this connexion it is recalled that the late Ministerial changes at Seoul were due to intrigues that were held to endanger Japan's position in Korea.

ANNE JOSEPH BERTRAND, a French missionary at Gotemba, near Hakone, has received a Blue Ribbon medal from the Japanese Government in recognition of his self-sacrificing work among the lepers. It is stated that the priest has directed his attention from an early date to charitable work, and rendered valuable assistance to the founder of the Fukusei Inyon, a leper hospital at Kamiyama, Shizuoka Prefecture. Father Bertrand later acquired this hospital, and has admitted over 340 patients and expended the sum of about ¥80,000 on this branch of charitable work.

By kind permission of Lieut.-Col. W. Scott Moncrieff and Officers, the Band of the 3rd Batt. "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, the 13th inst.:—
Overture: "Sapphire Necklace"..... Sullivan
Waltz: "Swing Song"..... Hallender
Selection: "Hillarity"..... Bonheur
Romance: "Farewell"..... Attfield
Selection: "La Pompe"..... Audiau
Polka: "Grandma's"..... Reubens
Regimental March: "God Bless the Prince of Wales".....
God Save the King.

THE Toyo Kisen Kaisha is about to engage in the transport of crude kerosene oil supplied by the California Petroleum Company. An oil-tank steamer for this trade is now being constructed at the Mitsui Bishi Yard at Nagasaki. The factory of the Nambu Petroleum Company, which is now being built at Hiratsuka, near Yokohama, where the Californian oil is to be refined, is nearing completion. The petroleum company has also decided to construct an oil-tank at Noda, near Suma, and the land for the site has already been purchased. The Toyo Kisen Kaisha, we learn, has also purchased an oil-tank steamer of 6,000 tons in England.

CANTON-HANKOW RAILWAY.

HONG KONG SHAREHOLDERS BARRED.

THE SECOND CALL.

[From Our Own Correspondent.]

Canton, 11th July.
Another meeting of the Canton-Hankow Railway Company was held yesterday afternoon at the Company's office. Mr. Ha-Yang-ssang was voted to the chair, and there were present several hundred shareholders.

The following questions were discussed:—(1) Salary of the president and vice-president. (2) Collection of the second instalment of capital. (3) Opening of a bank in connection with the company.

After much discussion on the several questions, resolutions were passed to the following effect:—(1) That the salary of the president be fixed at \$500 per mensem, and that of the vice-president at \$400 per mensem. (2) That, from the number of 8,817,562 shares as registered at Peking, the number of shares held by Chan Kang-yu and others, Hongkong merchants, be cancelled, and that these merchants shall not henceforth be admitted into the Company as shareholders, and that the second instalment payable be fixed at \$1.50 per share to be collected on a date to be fixed hereafter. (3) That a Railway Bank be opened under the name of the Kwangtung Bank, pursuant to the regulations already drawn up by Mr. Lau Shiu Chek.

MASS MEETING.

To-day the Acting Provincial Judge, Kung Sum-tsun, and the two Magistrates of Namhoi and Panyu together with troops will be present at the Canton-Hankow Railway Company's office to superintend the mass meeting.

ANOTHER INFANT'S MORTGAGE.

THE CHINESE LAW ON MAJORITY.

At the Supreme Court this morning before his Honour the Chief Justice, presiding in Original Jurisdiction, the case of Li Leung, suing by his next friend Li Cheung Shi, he being an infant, against Li Ki Mah, was called on for hearing. This was a similar suit to that in which judgment was reserved yesterday.

Mr. M. W. Slade, instructed by Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff; and Sir Henry Berkeley, K.C., instructed by Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, represented the defendant.

Mr. Slade said: The plaintiff is an infant and is suing by his next friend Li Cheung Shi, a widow, residing at No. 207, Des Voeux Road West. The defendant is a trader residing in Hongkong. The plaintiff was born on 9th February, 1885. On 30th March, 1906, the plaintiff executed an indenture whereby he purported to charge by way of second mortgage his estate and interest in the leasehold property, situate in Victoria and known and registered in the Land Office as the Remaining portion of Marine Lot No. 163, to secure repayment to the defendant of \$3,500 and interest at the rate in the said indenture specified.

The said indenture is registered in the Land Office by Memorial No. 3507. The plaintiff therefore claims: A declaration that the said indenture is null and void; delivery up of the said indenture for cancellation; that the registration of the said indenture in the Land Office be expunged from the register.

For the defence it was denied that plaintiff was an infant. The defendant denied that the plaintiff was born on the 9th February, 1885. The defendant admitted paragraphs two, four, and five of the Statement of Claim, but says that prior to the execution by the plaintiff of the mortgage in the said fourth paragraph mentioned, and prior to the advance to the plaintiff of the sum of \$3,500, the plaintiff expressly represented that he was of the age of 23 years by Chinese reckoning, and the defendant believed the express representation to be true and he acted on the faith of the truth thereof in making the said advance of \$3,500, and in accepting the said mortgage as security for the repayment of the same. For a further defence defendant said that the plaintiff is a subject of the Emperor of China, and is, as is his next friend, now and at the time of making such advance and the execution of the said mortgage, domiciled in Canton within the Dominion of the Emperor of China. The defendant said that by the law of China a person is of full age when he has reached the age of 16 years; and that the plaintiff being at the time of the execution of the said mortgage and at the making of the advance, domiciled in China as aforesaid and being above the age of 16 years, had capacity to enter into the contract contained in the said mortgage, and such mortgage is therefore valid and cannot be set aside, and the personal covenant contained therein for the repayment of the said sum advanced is valid and enforceable against the said plaintiff.

The evidence for the plaintiff was then heard and was similar to that given in his case against Kam Man Hing.
Sir Henry produced letters written by Mr. Reginald Harding to Messrs. Wilkinson and Grist, stating that he had been instructed by the plaintiff to withdraw the action and pay the amounts claimed, and argued that that was sufficient for a withdrawal as it was not necessary for a plaintiff to get the consent of the Court to withdraw, unless he wished to bring the case again later. By this the plaintiff admitted that he legally owed the money and was willing to pay it.

LEAVE of absence to the neighbouring countries on private affairs is granted to the following officers:—Major H. P. H. Parker, 120th Baluchis, from 15th to 24th July, (Sick leave). Lieut. J. G. Locky, 119th Infantry, from 26th July to 23rd Sept. (privilege leave).

ANTI-OPIMUM REGULATIONS.

THE CAMPAIGN IN CANTON.

FORMATION OF A CENTRAL ASSOCIATION.

[From Our Own Correspondent.]

Canton, 11th July.

Acting Provincial Judge, Kung Sum-tsun, has drawn up a set of fourteen regulations for discussion in connection with the abolition of opium-smoking at the end of the 6th moon. The draft regulations are as follows:—

1. That since opium is one of the greatest curse, it is the duty of all who are addicted to the habit to get rid of it, at an early date.
2. That a Central Anti-Opium Association be established at Canton under the control of the Pao Canton Charitable Institutions and other leading organisations.
3. That upon the establishment of the foregoing association a committee be sent to the different prefectures and districts throughout the province to make arrangements.
4. That the sole object of these associations is to induce opium-smokers to give up their vicious habit and that these associations are to take part in no other affair.
5. That each association be presided over by one president and a committee (number according to size of place), and that the president of the central association be elected by the Canton Charitable Institutions and the presidents of the branch associations be elected by the local gentry.
6. That people interested in the anti-opium movement and those addicted to the habit are eligible to admission as members of the association.
7. That an anti-opium medicine be prepared, for free distribution to poor opium-smokers of weak health, and sold at a small charge to those who are in a healthy condition.
8. That the parent and branch associations bring into use hospitals for treatment of opium smokers of the poorer classes and those who are strong enough to perform their daily duties be admitted for treatment only as out-patients.
9. That industrial institutions be established for the admission of those who might be left destitute by the abolition of opium.
10. That opium patients are requested to have a reliable person to stand as security before medical treatment will be accorded them and that tickets of admission be issued them by the association.
11. That medical treatment be accorded opium smokers for three months at the most, and if patients are still addicted to the vice upon expiry of 3 months, an inquiry will have to be held into such cases.
12. That the expenditure for the maintenance of these associations and hospitals be borne by the Government, the charitable institutions, and by voluntary subscription.
13. That the presidents of each association after three years' service be recommended to the Government for preferment.
14. That the Government offer every protection to these associations and that the officials of each association co-operate with the Government officials in bringing the whole problem to a satisfactory issue.

JAPANESE "BLACK AND WHITE" WHISKY.

ALLEGED INFRINGEMENT OF TRADE-MARK.

TEXT OF THE JUDGMENT.

The full text is to hand of the judgment delivered on the 12th inst. in the Osaka Appeal Court in the appeal of the Procurator in the Osaka Chihō Saibansho against the decision (acquittal) of that Court in the charge of infringement of the trade-mark of "Black and White" whisky, brought against Nishikawa Sadayoshi, a wine merchant of Ando-ji-machi, Osaka.

The Appeal Court quashed the decision of the Osaka Chihō Saibansho, and acquitted the accused.
In giving its reasons for the judgment, the Appeal Court states that the facts of the official indictment in this case state that the accused employed—for whisky made and sold by him during a period from about July to December, 1906—a trade-mark resembling one with the English words "Scotch whisky, Black and White, Specially selected for the House of Commons," which the accused knew to have been registered No. 20,851 (under No. 2) of the Patent Bureau in the Department of Agriculture and Commerce by Mr. James Buchanan, a British subject, of the Black Swan Distillery, Holborn, London, England, who used the trade-mark for the whisky manufactured by the firm of Messrs. James Buchanan and Company. The accused had not obtained the consent of Messrs. Buchanan and Company to use the said trade-mark.

The evidence submitted to prove that the accused used for the same article a trade mark resembling the one registered by another, knowing it to be so registered, but without the consent of its lawful owner, is insufficient. The case is, therefore, to be dealt with in accordance with Article 2:4 of the Code of Criminal Procedure, and the articles seized in accordance with Article 202 of the same Code.

The lower Court is in error in acquitting the accused on the ground that as the trade-mark used by him did not resemble the one registered by Mr. James Buchanan his action does not constitute an offence against the law. The appeal of the Procurator in this respect is reasonable.

The case is, therefore, decided at already mentioned in accordance with Clause II. of Criminal Procedure.

Delivered in conjunction with Procurator Goysu.
Signed by Judge Iida Keisaburo, presiding, Judges Watanabe Hoken, Fukui Hiromichi and Ito Taiso.

THE U. S. PACIFIC CRUISE.

PRESIDENT ROOSEVELT'S STATEMENT.

Tokio, July 7.

The following telegram is taken from the N. C. D. News:—

An official statement from Washington says that President Roosevelt has admitted at Oyster Bay that the voyage to the Pacific of a battleship, squadron from the Atlantic, via Cape Horn, but denies any connexion between this and the Californian difficulty. America's relations with the Powers, he added, were never friendlier than at present.

The *New York Evening Post* objects to the proposed naval action as the Powers may interpret it as intimidation to Japan. Mr. Takakura Kato, formerly Minister of Foreign Affairs, and now proprietor of the *Nichi Nichi*, replies to *The New York World* that the report of the naval movements is unbelievable, but in any case the affair is America's own business, and no concern whatever of outside Powers. The *Nichi Nichi* further dwells in its editorial upon the undue nervousness in America in interpreting the recent circular to the Chamber of Commerce as intimating a boycott. America's eagerness to ascertain Japanese sentiment with regard to the present naval movements, is due to the increasing anti-Japanese feeling, but all such apprehensions are quite unfounded. The prevailing nervousness in the States implies trouble pending, and not yet satisfactorily settled. For both Japan and America the fundamental solution lies in the stoppage of the present anti-Japanese partiality. If this remedy is adopted American fears will give place to the happiest conditions both for Japan and America.

The other leading papers are reticent. Meanwhile there is a growing impression of the inadvisability at this delicate juncture of any action likely to hurt Japanese susceptibilities. It must be remembered that Japan abandoned the visit to San Francisco of the training squadron months ago on the very eve of its departure.

[*Manila Times*.]

Washington, July 6.
According to present plans practically every battleship in the United States navy, numbering about twenty, will participate in the manoeuvres on the Pacific coast.

The four cruisers now in China waters will also attend the manoeuvres.

It will be the greatest assemblage of heavy fighting craft of the United States navy yet known.

The report that there is any special significance in the movements in view of the trouble with Japan is denied here.

The manoeuvres planned for the Pacific will probably be the most extensive ever held by the United States, if not by any country in the entire world. According to the dispatch received to-day it will include twenty battleships in addition to cruisers, torpedo boat destroyers, torpedo boats, gunboats, dispatch boats, etc.

Just what ships will be included is not known definitely here, but it is probable that there will be Admiral Evans' fleet of sixteen first class battleships, the *Kansas* and *Vermont* now on the Atlantic coast and the *Nebraska* and *Wisconsin*, now on the Pacific coast. The fleet will then include the *Connecticut*, *Maine*, *Louisiana*, *Missouri*, *Virginia*, *Georgia*, *New Jersey*, *Rhode Island*, *Alabama*, *Illinois*, *Kentucky*, *Kearsarge*, *Ohio*, *Indiana*, *Iowa*, *Minnesota*, *Kansas*, *Nebraska*, *Vermont* and *Wisconsin*, all battleships; the *Tennessee*, *Washington*, *Maryland*, *West Virginia*, *Pennsylvania*, and *Colorado*, all armoured cruisers; and the protected cruisers now included in the Pacific fleet—the *Chattanooga*, *Cincinnati*, *Galveston*, *St. Louis*, *Cicago*, *Charleston*, *Milwaukee*, *Yorktown*, *Boston*, *Rehoboth*, *Denver* and *Buffalo*. These last named vessels are all now in the Pacific fleet and will be available for the manoeuvres. Of the battleship fleet there are only two which were in the service at the time of the outbreak of the Spanish war.

The battleship fleet will be able to hurl shot and shell from a combined main battery of 432 guns, including 13-inch, 12-inch, 8-inch, 7-inch, and 6-inch guns. In addition to this comes the secondary battery of each ship which contains a large number of guns of smaller calibre, the *Connecticut*, for instance, having twenty 3-inch rapid fire guns that carry a shell as large as the ordinary field piece of the Army. The six armoured cruisers, that will probably be in the manoeuvre fleet, have a combined main battery of 112 guns, including 10-inch, 8-inch, 6-inch and 5-inch guns. This gives a total of 544 guns of large calibre on the battleships and armoured cruisers, to say nothing of the protected cruisers, each of which carries from six to ten large guns of from 5-inch to 8-inch calibre.

Steaming continuously at 14 knots—it would take the battleships about 45 days to make the trip round the Horn to San Francisco. Travelling as a squadron it would doubtless take them considerably longer on account of the delay which would be caused by coaling so many large vessels at one time in one place.

STEAMING CONTINUOUSLY AT 14 KNOTS—it would take the battleships about 45 days to make the trip round the Horn to San Francisco. Travelling as a squadron it would doubtless take them considerably longer on account of the delay which would be caused by coaling so many large vessels at one time in one place.

THE FOOCHOW DOCKYARD.

Many Europeans having lately been dismissed from the Foochow Dockyard, the Japanese authorities are desirous of having Japanese appointed to fill the vacancies. Accordingly, the Japanese Minister in Peking has been in communication with the Wai Wupu with regard to the matter, but no reply has yet been given by the Board to his representations.—*Shanghai Times*.

VICEROY TSEN CHUN-HSUEN, it is said, is determined to decline the Two Kwang Vicereyship and has again sent a memorial to the Throne declaring that his bodily health prevents him from leaving even his own room, much more to travel south any further. His Excellency is said to be negotiating for the purchase of a certain house in Soochow where he intends to make his future home if allowed to retire into private life.—*N. C. D. News*.

Telegram.

"HONGKONG TELEGRAPH" SERVICE.

CANTON-HANKOW RAILWAY.

CHIEF OFFICIALS ELECTED.

A QUIET AND ORDERLY MEETING.

[From Our Own Correspondent.]

Shameen, 12th July, 12.20 p.m.

The extraordinary general meeting of shareholders convened for the purpose of electing the president and vice-president of the Yuet-han Railway Company has been held, and the proceedings passed off without disturbance.

Mr. Lo Po-shun was elected president by 306 votes.

Mr. Wong Shiu-ping was elected vice-president by 280 votes.

CANTON WAY BY DAY.

THE PIRATED "KEE CHEONG."

[From Our Own Correspondent.]

Canton, 11th July.

The *s.s. Kee Cheong*, which was pilated the other day, whilst coming to Canton from Chantsing, was considerably damaged by the pirates. She has gone into dock for repairs.

ELECTRIC ALARMS.

The electric alarms of the Police Department have now been completed in its different shops and residences in Tai Sap Pi, and the Police authorities are now collecting the cost of the bell and installation which amounts to seventy cents per shop.

RECALL OF IMPERIAL CLANSEN.

A report is afloat that the Throne has given orders that all members of the Imperial clan, who are at present holding office in the different provinces throughout the Empire, are to at once return to the Capital.

REDUCING COST OF LIVO.

H.E. Acting Viceroy Wu, says that the price of all commodities of daily necessity is at present high owing to the execution of certain taxes on most articles as written to Acting Provincial Judge, the San Hou Chu and the Likin Bureau ordering officials to make inquiries into the taxes with a view of having some of them abolished.

POLICE ORGANISATION.

In accordance with instructions from the Central Government, the Acting Viceroy has ordered the Provincial Judge to ascertain the number of Police Force that have been organised in the different districts and to abolish all the old guards, to reorganise Police Forces in their stead those districts in which police departments have not yet been established.

TELEPHONE SERVICE.

A short time ago the M. S. N. Co. laid a complaint against the Canton Telephone operators for neglect of duty in receiving orders, and no answer from the Sheung Mun Tai Street. It lodged a similar complaint with the authorities of the Bureau.

ANTIMONY WES.

The out-put from the antimony mines in the Kuk Kong District for the first four months of this year is put at 235,000 lbs.

INDEMNITY FUND.

The Kwangtung authorities have remitted to Peking the share of this province towards the Indemnity Fund for the first half year of the current year.

SALT SMUGGLING.

H.E. Acting Viceroy Wu has instructed the Salt Commissioner to furnish him with a monthly return, from the first moon of the present year, of the salt sold to the different provinces throughout the province, salt in hand, etc. so as to prevent salt smuggling which is supposed to be carried on on a large scale.

PRICE OF RICE.

The rice inspector of the Cheap Rice Dispensary Bureau has noted that since the receipt of the wire that the prohibition of the exportation of rice from Kwangsi would be removed by the 1st of the 6th moon, the price of rice has fallen perceptibly, thus showing how much Kwangtung depends on its sister province for the supply of this daily commodity.

A telegram received from Annam by the Canton Rice Dispensary Office states that the *s.s. Kum Ling* left that place with 30,000 bags of rice for Canton on 10th inst.

SHIPPING AND MAILS.

INDIAN (Kumsa) 15th inst.

German (*Zellerbach*) 15th inst.

German (*Pruss*) 17th inst., a.m.

Indian (*Kutsan*) 8th inst.

The *s.s. Salween* called from Singapore on 11th inst., and is expected here on 17th inst.

The N. D. L. *Seydlitz* will leave Sandakan on 15th inst., and is expected here on 20th inst.

The C. P. R. *s.s. Empress of China* left Yokohama on 11th inst., for Victoria and Vancouver.

The I. C. S. *s.s. Katsang* from Calcutta and the *s.s. Siam* left Singapore for this port yesterday, at 6 p.m.

The N. Y. K. *s.s. Koshikima Maru*, Bombay Line, left Singapore for this port on 10th inst., and is expected here on 15th inst.

The N. Y. K. *s.s. Kaga Maru*, American Line, left Shanghai for this port on 11th inst., and is expected here on 14th inst.

1, Ice House Road,
Hongkong.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	90,000	\$125	\$125	\$1,000,000	\$1,221,558	{£1.15/- and bonus of £1 @ Ex. 2/3 = } \$24.33 making \$40.80 for 1906	41 %	\$80 ex n. issue \$522 1/2 new issue London £79 ex new issue London £60 n. issue first call
Do.	40,000	\$125	\$125	\$500,000				\$51
National Bank of China, Limited	10,925	£7	£6	{£12,735 \$300,000}	\$71,213	\$2 (London 3/6) for 1903		
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{£1,675,000 \$200,000}	\$233,638	\$20 for 1905	7 1/2 %	\$270
North China Insurance Company, Limited	10,000	£15	£5	{£1,100,000 Tls. 50,000}	Tls. 185,529	{Interim of 7/6 for account 1906 @ ex } 2/10 12 16 per tab.	6 %	Tls. 75
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	{£3,000,000 \$70,000}	1,460 4 0	{Final of \$12 making \$42 for 1905 and } {Interim of 230 for 1906	5 1/2 %	\$765
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{£175,137.15/- \$8,000}	461,467	\$1 for year ending 31.12.05	7 %	\$175 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{£1,000,000 \$20,000}	1,62,980	\$1 and bonus \$2 for 1905	9 1/2 %	\$87 1/2 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{£725,483 \$20,000}	1,435,236	\$40 for 1905	12 1/2 %	\$320
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{£7,000 \$26,638}	\$365	\$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{£1,000,000 \$50,000}	Nil.	\$2 1/2 for year ended 30.6.1906	6 %	\$41 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	{£1,000,000 \$20,000}	120,170	\$1 for 2nd half-year making \$100 for 1906	6 1/2 %	\$29 1/2 sales
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	{£1,000,000 \$20,000}	2,452	10/- @ ex. 2/1 9/16 = \$4.69 1905		\$69 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{£54,372 \$100,000}	11,327	{Final of Tls. 3 1/2 making Tls. 3 1/2 (Pref.) and } {final of Tls. 3 making Tls. 3 1/2 (ord.) for '06	11 1/2 %	Tls. 46 sales
Do.	100,000	Tls. 50	Tls. 50	{£54,372 \$100,000}	11,327	1/- (Coupon No. 7) for 1906	10 1/2 %	Tls. 50 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{£1,000,000 \$10,000}	8,355.6 0	\$1.00 for year ending 30.4.1907	4 1/2 %	\$25
"Star" Ferry Company, Limited	10,000	\$10	\$10	{£1,000,000 \$10,000}	1137	\$50.50 for year ending 30.4.1907	3 1/2 %	\$15
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{£1,000,000 \$10,000}	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48
SUGAR.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{£450,000 \$10,000}	9,218	\$8 for year ending 31.12.06	8 %	\$100 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{£450,000 \$10,000}	9,218	\$8 for year ending 31.12.06	8 %	\$100 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{£450,000 \$10,000}	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %	Tls. 90
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{£1,000,000 \$10,000}	12,546	Interim of 1/6 for a/c year ending 28.2.07	4 1/2 %	Tls. 15.90 buyers
Oriental Consolidated Mining Company, Limited	500,000	G \$10	G \$10	{£1,000,000 \$10,000}	G \$909,050	Interim of 50 cents for account 1906		G \$5
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{£1,000,000 \$10,000}	18,745	No. 12 of 1/- = 48 cents		16 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{£64,124 \$10,000}	\$10,335	\$1.75 for year ending 31.12.06	10 %	\$17 1/2 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{£23,112 \$50,000}	\$3,047	Final of \$2 1/2 making \$5 for 1906	6 1/2 %	\$78
Yee Hong and Wharfedale Dock Company, Ltd.	50,000	\$50	\$50	{£23,112 \$50,000}	1400,933	\$6 for 2nd half-year making \$12 for 1906	11 1/2 %	\$103 sellers
Shanghai Dock and Engineering Co., Ltd.	5,700	Tls. 100	Tls. 100	{£23,112 \$50,000}	Tls. 3,097	Final of Tls. 4 making Tls. 8 for 1905/6	10 1/2 %	Tls. 76 sales
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{£23,112 \$50,000}	Tls. 23,117	{Final of Tls. 10 making Tls. 18 for year } {ending 31.12.06 on old capital	8 1/2 %	Tls. 223 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{£23,112 \$50,000}	Tls. 12,936	Tls. 18 for 1905	8 1/2 %	Tls. 212 1/2
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{£15,000 \$25,000}	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	50,123	\$25	\$25	{£15,000 \$25,000}	19,178	\$3 for year ending 30.6.1906	10 1/2 %	\$28
Central Stores, Limited	12,000	\$50	\$50	{£15,000 \$25,000}	1371	\$1.80 for 1906	12 %	\$15
Hongkong Hotel Company, Limited	50,000	\$100	\$100	{£15,000 \$25,000}	156,218	\$5 for second half-year making \$10 for 1906	8 1/2 %	\$118
Hongkong Land Investment and Agency Co., Ltd.	9,000	Tls. 25	Tls. 25	{£15,000 \$25,000}	Tls. 1,933	Final div. of \$3 1/2 making \$7 for 1906	6 1/2 %	\$105 sellers
Hotel des Colonies Company, Limited	2,000	Tls. 25	Tls. 25	{£15,000 \$25,000}	54,699	Final of 6 % = 10 % for 1905	12 1/2 %	Tls. 13
Hotel Metropole Company, Limited	150,000	\$10	\$10	{£15,000 \$25,000}	111,567	Final of \$6 making \$10	7 1/2 %	\$80
Humphreys Estate & Finance Company, Limited	6,000	\$50	\$50	{£15,000 \$25,000}	51,080	80 cents for 1906	6 1/2 %	\$104
Kowloon Land and Building Company, Limited	78,000	Tls. 10	Tls. 10	{£15,000 \$25,000}	Tls. 61,978	\$2 1/2 for 1906	7 1/2 %	\$37 buyers
Shanghai Land Investment Company, Limited	12,500	Tls. 50	Tls. 50	{£15,000 \$25,000}	Tls. 51,519	{Final div. of Tls. 3 & bonus Tls. 1 1/2 (old sh.) & } {div. of 75 cts. & bonus of 19 cts. (new sh.) for '06	8 1/2 %	Tls. 101 buyers
West Point Building Company, Limited	12,500	Tls. 50	Tls. 50	{£15,000 \$25,000}	Tls. 51,519	Final div. of \$2.10 making \$4.10 for 1906	8 1/2 %	\$50
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{£15,000 \$25,000}	Tls. 64,986	Tls. 10 for year ending 31.10.1906	15 1/2 %	Tls. 64 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{£15,000 \$25,000}	\$21,660	\$1 1/4 for the year ending 31.7.06	11 %	\$14
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{£15,000 \$25,000}	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	12 %	Tls. 50
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{£15,000 \$25,000}	none	Tls. 8 for 1906	9 1/2 %	Tls. 8 1/2 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{£15,000 \$25,000}	Tls. 26,257	Tls. 50 for 1906	15 1/2 %	Tls. 330
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{£15,000 \$25,000}	506	\$7 for 1906	8 %	\$87 1/2 buyers
Bell's Asbestos Kester Agency, Limited	2,604	£126	£126	{£15,000 \$25,000}	186	1/3 per share for 1905	8 1/2 %	\$7 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{£15,000 \$25,000}	1653	23 for 1905		\$20 sellers
China-Borneo Company, Limited	10,000	\$12	\$12	{£15,000 \$25,000}	111	\$1 for 1904		\$9 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{£15,000 \$25,000}	Tls. 189	Final of Tls. 5 making Tls. 10 for 1905	15 1/2 %	Tls. 04 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{£15,000 \$25,000}	125,000	60 cents for year ended 28.2.06		\$6 buyers
Do.	50,000	\$10	\$10	{£15,000 \$25,000}	125,000	80 cents for 1906	9 %	\$9 sellers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{£15,000 \$25,000}	585	\$1.30 for year ending 31.7.1906	8 1/2 %	\$15 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{£15,000 \$25,000}	12,555	Final of \$1 1/2 making \$2.00 for 1906	11 1/2 %	\$17 1/2 sales
Green Island Cement Company, Limited	200,000	\$10	\$10	{£15,000 \$25,000}	115,002	\$2 1/4 for year ending 28.2.07	11 %	\$21 buyers
Hall & Holt, Limited	21,000	\$20	\$20	{£15,000 \$25,000}	12,933	11 per share for year ending 28.2.07	7 %	\$14 1/2
Hongkong Electric Company, Limited	60,000	\$10	\$10	{£15,000 \$25,000}	14,367	Final of \$18 making \$22 for year ending 31.12.06	9 1/2 %	\$24 1/2 buyers
Hongkong Ice Company, Limited	5,000	\$10	\$10	{£15,000 \$25,000}	14,212	\$2.00 for year ending 31.12.06	9 %	\$20 sales
Hongkong Rope Manufacturing Company, Ltd.	25,000	Gs. 100	Gs. 100	{£15,000 \$25,000}	Tls. 10,374	Second interim div. of Tls. 7 1/2 for a/c 1907	10 %	Tls. 202 1/2 sales
Maatschappij tot Nijver, Bosch en Landbouwerij opiate in Langkat, Limited	25,000	Gs. 100	Gs. 100	{£15,000 \$25,000}	Tls. 10,374	51pe sh. or period in 19th Oct. to 30th Apr. '07	9 1/2 %	Tls. 104 sa. and b.
Peak Tramways Company, Limited	25,000	\$10	\$10	{£15,000 \$25,000}	2,655	None		\$16.50 sales
Peak Tramways Company (new)	25,000	\$10	\$10	{£15,000 \$25,000}	2,655	None		\$5 buyers
Philippine Company, Limited	25,000	\$10	\$10	{£15,000 \$25,000}	2,655	None		Tls. 107 sellers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{£15,000 \$25,000}	Tls. 7,990	Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 for year ending 31.12.06	4 1/2 %	Tls. 45 sales
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{£15,000 \$25,000}	Tls. 9,751	Tls. 4 for 1905	12 1/2 %	Tls. 80 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{£15,000 \$25,000}	Tls. 3,374	Final of Tls. 5 and Tls. 10 for 1906	8 1/2 %	Tls. 11 1/2 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{£15,000 \$25,000}	Tls. 7,843	Final of Tls. 6 making Tls. 10 for 1906		Tls. 325
Shanghai Waterworks Company, Limited	8,175	£20	£20	{£15,000 \$25,000}	Tls. 85,592	Interim div. of 15/- for 1-year 1906		Tls. 295
South China Morning Post, Limited	7,000	\$25	\$25	{£15,000 \$25,000}	4,193	Interim div. of 5/- for 1-year 1906		\$23
Steam Laundry Company, Limited	20,000	\$5	\$5	{£15,000 \$25,000}	4,193	None		\$7 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{£15,000 \$25,000}	Tls. 1,012	Interim of Tls. 4 for year 1905/6		Tls. 97
United Waterboat Company, Limited	50,000	\$10	\$10	{£15,000 \$25,000}	349	First year		\$12 1/2 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{£15,000 \$25,000}	572	{70 cents on 9,900 ord. shares and \$9.00 on } {100 Founders for year ending 30.6.06}	6 1/2 %	\$10 1/2 buyers
Watson, (A. S.) & Co., Limited	40,000	\$10	\$10	{£15,000 \$25,000}	5,482	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %	\$11 sales
William Powell, Limited	15,000	\$10	\$10	{£15,000 \$25,000}	5,482	Final of 30 cts. making 30 cts. for the year ended 30th June, 1906	10 %	\$8

*These shares are entitled to half of the profits.

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DIBOUTI, EGYPT, MARSEILLES, LONDON.

HAYNE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST MONS."

Captain Girard, will be despatched for MARSEILLES on TUESDAY, the 23rd July, at 1 P.M.

This Steamer connects at Colombo with the Australian line S.S. "Dumbla" bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. "TONKIN" 6th August.

S.S. "SALAZIE" 20th August.

S.S. "POLYNESIE" 3rd Sept.

S.S. "TOURANE" 17th Sept.

S.S. "AUSTRALIEN" 1st Oct.

S.S. "NERA" 15th Oct.

G. DE CHAMPEAUX, Agent.

THE Steamship

"CHINA."

Captain E. Street, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., TO-MORROW, the 13th July, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. "Mooltan," 9,600 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement), will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "China," due in London on 18th August, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 12th July, 1907.

Hongkong, 10th July, 1907.

Intimations.

ACHEE & CO.

ESTABLISHED 1859

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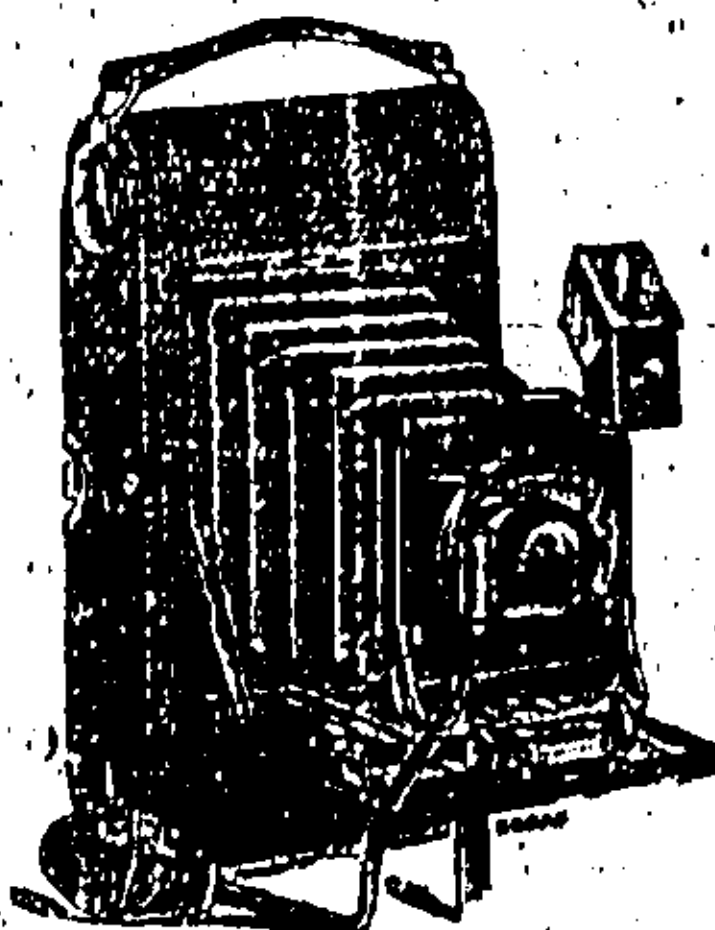
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KODAKS, FILMS,

AND

ACCESSORIES.



Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907.

Dewar's 'Imperial'

The Whisky without an equal